

CLASSIFIED MESSAGE

Approved For Release 2003/11/25 : CIA-RDP74B00836R000100010158-5

DATE 19610 07 JULY 64

TOP SECRET

ROUTING

DCI

DDCI
DDSYT

TO DIRECTOR

FROM [REDACTED]

ACTION:

INFO : OSA 1-15

TOR: 1949Z 07 JULY 64

IMMEDIATE

IN-87014

25X1

25X1 TO IMMEDIATE [REDACTED] INFO

CITE [REDACTED]

25X1 REF: [REDACTED]

1. REF PAR 5 WE HAVE REVIEWED FLIGHT PLAN AND MAINTENANCE DATA AND DON'T BELIEVE THERE ARE ANY FACTORS IN EITHER AREA THAT MIGHT HAVE A BEARING ON LOSS OF ARTICLE 362. WE WOULD BE HAPPY TO PROVIDE [REDACTED] ANY INFO THAT WE HAVE AVAILABLE HOWEVER WOULD LIKE TO MAKE SURE THAT HQ HAS NO OBJECTION PRIOR TO DOING SO.

2. ALTHOUGH ARTICLE 362 HAS RECEIVED SEVERAL WRITE UPS SINCE DEPARTURE FROM THE HOME STATION MOST OF THEM HAVE BEEN MINOR AND IT HAS GENERALLY PERFORMED WELL. ALL WRITE UPS AND CORRECTIVE ACTION HAVE OF COURSE BEEN PASSED ON TO HQ BY [REDACTED]

25X1

3. WE BELIEVE THAT THE MOST SIGNIFICANT INFO THAT HAS A DIRECT BEARING ON THE INCIDENT IS THE FACT THAT THE [REDACTED] WARNING LIGHT WAS APPARENTLY ILLUMINATED WITH THE IMPLICATIONS THAT THIS CARRIES. AT THE SAME TIME WE ARE MOST ANXIOUS TO INSURE THAT ANY OTHER AREAS THAT MIGHT BE APPLICABLE ARE CONSIDERED.

25X1

4. ONE QUESTION THAT WE HAVE BEEN UNABLE TO ANSWER TO OUR OWN

TOP SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

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T O P S E C R E T

25X1

[REDACTED] (IN-87014)

PAGE TWO

SATISFACTION IS WHY DIDN'T THE [REDACTED] WHEN THE PROBLEM 25X1
WAS FIRST ENCOUNTERED. OUR BEST GUESS IS THAT THE AIRCRAFT RECEIVED
A VERY HEAVY INITIAL BLOW THAT DISABLED [REDACTED] OR THE ELECTRICAL 25X1
POWER OR CABLES THAT IT DEPENDS UPON.

5. REQUEST HQ GUIDANCE ON REPLY OR LIMITATIONS IN RESPONDING TO
PAR 5 OF REF.

END OF MESSAGE